Continued from First Page.

be able to run down the originator. The fact is that I have not been within a thousand miles of New-York harbor, until I started to come here to arrive last night, for three or four weeks. I don't know who could have started such a malicious story. I left my home in St. Louis a week ago Thursday and went to Chicago, where I went to the Auditorium and remained there till sunday, when I started for Blue Mountain, Md. I am here now to go to work for the rest of the campaign. As to my wife being on board the Normannia, there's no truth in that either. Neither she nor any of my relatives have been in Europe this year."

DEATH WAS NOT DUE TO CHOLERA. THE PHYSICIAN MADE A WRONG DIAGNOSIS,

SAYS THE HEALTH BOARD. The Health Department's official bulletin at 10 a.

m. yesterday read:
No cases of cholera have appeared in this city. The No cases of cholera have appeared in this city. The death rejorted by Dr. R. Deshon as from "Asiatic gholera," proved, upon autopsy, not to have been caused by that disease. By order of the Board of Health.

CHARLES G. WILSON, President.

EMMONS CLARK, Secretary.

President Wilson had received the following report from Dr. Hermann M. Eiggs, consulting pathologist of the Health Department:
Sir: The anatomical lesions and the microscopical ap-

Charles McAver, thirty-five years of age, of No. 879 Tenth-ave., referred to us for for investigation, are those commonly found in se-called cholers nostras, or sporadic cholers, and are not at all suggestive of cholers Asiatica"Sporadic cholers," it was said at the office of the merbus. McAvoy was a plasterer and boarded with Mrs. McCarthy, at No. 879 Tenth-ave. He was unmarried and was a hard drinker. On Tuesday he was attacked with diarrhoea and vomiting and Dr. Deshon,

of No. 354 West Fifty-sixth-st., was called to attend him. The physician thought McAvey's symptoms were suspicious and he called in consultation Dr. H. Rebinson, of No. 402 West Fifty-eighth-st. Remescribed, but no information of the case was sent to the Health Board until after McAvoy died. Dr. Blauvelt, of the Bureau of Contagious Diseases, made an in-vestigation late on Tuesday night and said that Mc-Avoy had died from cholera morbus. McAvoy's death had occurred soon after 9 p. m. On Wednesday Dr. Deshen sent to the Bureau of

Vital Statistics a certificate that McAvoy's death had been caused by Asiatic cholera, and he persisted in holding to his opinion after he had been talked to by Dr. Elauvelt. In the afternoon McAvey's body was removed to the Health Board's disinfecting station in Fast Sixteenth-st., and there an autopsy was per formed by Dr. E. K. Dunham, Dr. Biggs's assistant; Santtary Superintendent Edson, Chief Inspector Reberts and other members of the Health Department. Specimens were taken for microscopic examination. President Wilson, of the Health Board, said yesterday that he was satisfied on Wednesday afternoon that McAvoy's death had not been caused by the chelera. There had been a number of other suspicious cases reported, he said, but investigation in each case had

official bulletin at 4 p. m. read:

No cases of cholera have appeared in this city. The
deaths during the past twenty-four hours were 92, a death rate of only 18.26 per 1,000. Any physician who may have occasion to report to this department a suspected case of cholers should do so premptly, by telegraph or telephone, to No. 309 Mulberry-st.; telephone call, "251 Spring." By order of the Board of Health, CHARLES G. WILSON, President.

EMMONS GLARK, Secretary.
Fruit Inspector Fuller, of the Health Department, yesterday selred the greater part of the cargo of fruit which had been brought from Honduras by the Bleamer Joseph Otera, lying at rier No. 6. North River. He sent to the offal dock one carload of peaches, two carloads of pears, three carloads of water melous and many bunches of bananas which were until for food. Within a week Inspector Fuller has condemned about 250,000 pounds of fruit.

## THE WOMEN ON LA BOURGOGNE.

THEY ARE PATIENT AND PATRIOTIC AND THEY ARE NOT HYSTERICAL.

To The Editor of The Tribune. Sir: The passengers on board this agreeable floating prison have read with amazement the very interesting accounts of the panic, the hysteria and other manifestations of emotion attributed by the daily press to the women. If the gentlemen have been nused by these touching descriptions of feelings and conduct which would otherwise have been unknown to them, in the ladies the sense of amuse-

ment has been modified by some indignation.

It is not pleasant to be quarantined; but if the public health is protected by this precaution there is no woman on this ship who is not ready to bear her part in the sacrifice involved. The women have ed the situation with patience and dignity. They have mitigated its tedium by cheerful industry. moment that quarantine was announced. scores of them may have been seen reading, writing, knitting, sewing, superintending the games of the children and engaging the men in agreeable converother sentimental folly, she has retired to her state other sentimental folly, she has retired to her stateroom during this self-indulgence. No manifestation
of this kind, no slightest symptom of such feeling has
been exhibited here. The ladies on board do not consider that the press has chosen a suitable time to
malign them, to ascribe to them weaknesses which they
have not shown and to compel in the public mind a
sympathy for them whilch must be modified by contempt. At the solicitation of a large number of my
fellow passengers, I write this protest against the misrepresentation of women who consider their durance as
a period of patriotic service, and are conducting themselves accordingly. Fesling confident that The Tribune's
sabiding sense of courtey and justice will secure the iding sense of courtesy and justice will secure the iblication of this statement. I send it on behalf of a ladies on board La Bourgogne. MAY WRIGHT SEWALL. On board La Bourgogne, September 7, 1892.

# On board La Bourgogne, September

THE CHAMBER OF COMMERCE WILL ASSIST.

There will be a meeting of the Chamber of Commerce at 1 p. m. to-day to appoint a committee to co-operate with the authorities in warding off the cholera and to take measures no assist the passengers detained at Quarantine. Seth Low and others are expected to speak. The meeting is called by President Smith, in response to the following request:

The undersigned members of the Chamber of Com merce respectfully request you to call a special meeting of the Chamber for to-morrow, Friday, at 1 o'clock, p. m., to tender to the authorities the cooperation of the Chamber in all matters relating to Quarantine, and especially to emphasize the importance of the prompt removal of all passengers from the ance of the prompt removal of all passengers from the stricken ships. Your obedient servanss, Seth Low, Samuel D. Babcock, J. Edward Simmons, John H. Inman, Ellis H. Roberts, Henry Clews, Charles S. Fairchild, Charles H. Bosher, J. Pierpont Morgan, D. O. Mills, Solon Humphreys, August Belmont."

Am Bord des Schnelldampfers
Normannia, den September 6, 1892.

My Dear Dr. Robertson: I have never received the
first package and letter you speak of as having been sent
me-the one I wanted particularly, containing the preventives. Will you not send it down by to-morrow's
boat! If you get it to my theatre to-night, they will
send it. I am very anxious to get it.

We have no sickness here this morning, but of course
do not know what may occur at any moment. All the
fumigation, disinfection, etc., etc., seems to be done by
the ahip's officers.

Dr. Jenkins appears to have ne
adequate force at his command, and all he can do, I sup-

the ship's officers.

adequate force at his command, and all he can do. I suppose, is to visit us once a day and see how things are going on. It is pretty hard for 520 healthy people (American citizens), among whom no sickness (either contagious or non-contagious), has appeared for more than tagious or non-contagious), has appeared for more tan-eleven days, to feel in their enforced confinement that their health and lives even are committed by the Govern-ment to which they owe allegiance and afford support, to the tender mercies of foreigners. Understand, I don't find fault with Jenkins. He in earnest, hard-working, intelligent. He does all he can. But his department is about as ill equipped to grapple with a contingency like this as you are to fight John L. Sullivan.

The college reason of this hoat ought to be taken

The cabin passengers of this boat ought to be taken it, the ship thoroughly disinfected, and then if it is off it, the ship thoroughly disinfected, and then if it is necessary to detain us longer, put us back here. We could then go to bed at night without feeling as if we were sleeping over a powder magazine. But it is manifestly impossible to fumigate the vessel while there are 700 people on her. Yet Dr. Jenkins says he has newhere to put us. It is very glorious to be an American, but it is also hard sometimes. You know what would be same in a German or a French or an English port, can.

CHOLERA NOT CHECKED YET how completely it would be done, and with what regard to the imperilled people; and when we who suffer think of this and look at our own condition, we feel, I say, that American citizenship even has some drawbacks. faithfully, A. M. PALMER.

> AMONG THE DETAINED VESSELS. SOME ALLOWED TO COME TO THEIR PIERS. OTHERS STILL IN QUARANTINE.

The Narrows, for the first time in several days, were comparatively clear of ships yesterday. There was still a fleet there, but to people who had become accustomed to seeing from twelve to twenty-one big ocean steamships lying at anchor off Upper Quaranfine the Narrows looked as if there was nothing out of the ordinary run there. At 6 o'clock yesterday morning there were lying at anchor above the Narrows the steamships spree, City of New-York, La Bourgogne, Cherokee, Elbe, Stubbenhuk, Waesland, Wyoming, Corean, Ravensdale, and Diamant. The Dubbeldam came up in the afternoon, and anchored off Quarantine with a picturesque crowd of immigrants

clustering along her rails.

At 11 a. m. the revenue cutter Manhattan, which has been lent to the Quarantine officials, returned from her regular morning trip among the detained shipping in the Upper (Bay, and the cheery cry of Dr. Tall-madge rang out across the waters; "All well in the Upper Quarantine."

Upper Quarantine."

The Cherokee, which arrived late on Tuesday night, was cleared early yesterday morning. The Trinidad and Ravensdale also passed up early. At about 2:30 o'clock the Elbe started up steam suddenly and went up the bay. The steamship Waesland was allowed to go to her pier at 5:30 p. m.

allowed to go to her pier at 5:30 p. m.

The revenue cutter U. S. Grant came down early and anchored ahead of the City of New-York. At and anchored ahead of the Chy of New York.

3:15 p. m. the cutter dropped a gig and took several of the City of New-York's passengers aboutd. They were Mrs. Poster, Miss Foster, Miss Rusk and Chauncey M. Depew. A few minutes afterward the melanchely wall of the big steamship's fog-horn broke the silence that lay over the fog-hidden fleet, and then the anchor came up slowly. A white mass of froth broke under her stern and she started off proudly, watched by thousands of cavious eyes from the other steamships which were not so lucky. The revenue cutter, looking small alongside the bulky ocean steamship, got up anchor and escorted the ship up the

way the French ship La Bourgogne had her anchor up, and she followed her closely. Her decks were black with passengers. A shout of joy greeted the first revolution of the big screw. They waved a gay and pregretting farewell to the people at the quarantine station. Before La Bourgogne started from Quarantine a letter of thanks was presented to Captain Le Boeuf, of the ship. It was signed by 200 cabin passengers. In the letter the passengers expressed their sincere thanks to the captain for the care he had taken of them on the voyage, and to the watchfulness of him and his subordinates they ascribed the fact that no disease had

broken out among them.

The black steam yacht with the yellow finnel which excited so much interest on Wednesday night on account of her strange movements among the quarantined ships appeared again yesterday, and through glasses her private pennant was found to be a red crescent and star on a white field, the pensant of J. Pierpont Morgan. The yacht was the Corsair. Mr. Morgan's wife and daughter are on board the Spree. All are

well on the Spree, according to report.

What aroused much discussion at Upper Quarantine yesterday was the letter which the captain of the Rugis wrote to the "New-Yorker Staats Zietung," and which appeared in that paper yesterday. Though the official information given out at Quarantine had been that all the sick from the plague-infected ships were taken to Swnburne Island at once, the captain of the Rugia said that his sick were left on board for three days after the ship was anchored in the Lower Bay. Dr. Jenkins acknowledged the truth of the charge last night, but said that the patients had been thoroughly isolated, and he thought they were as well off as they would have been in the hospital on Swinburne Island. A translation of the report of the cap-

burne Island. A translation of the report of the captain is as follows:
September 7, 1892.—Steamship Rugia, eighty-second
trip, sailed from Havre August 23, 1892. Arrived at
Sandy Hook September 3, 1892.

The Rugia sailed from Hamburg on Sunday, August 21,
with 90 cabin and 302 steerage passengers, and also with
freight on board. At first everything was pleasant, we
had fine weather in the German Ocean and the Channel,
and on August 23 we anchored off Havre. At Havre
we completed our load, took on coal and water, and also
book on 10 cabin and 135 steerage passengers. When we book on 10 cabin and 135 steerage passengers. When we sailed from Hamburg we had no suspicion that there was any danger from cholera threatening our ship or even the town, and my only fear was that we might not find Havre in good sanitary condition. On the day on which we arrived, August 23, we heard rumors about the cholers, in consequence of which the American Consulterer did not at first feel inclined to indorse my clean bill of health from Hamburg. On the evening of that day, at 10 o'clock, we continued our voyage. At first we had a fresh western breeze and high seas, which made most of the passengers seasick; then came variable winds on the the passengers seasick; then come variable winds on the banks and vicinity, and fogs, but toward the end of the

voyage, under the American shore, a smooth sea and beautiful weather.

As regards the outbreak of cholers, the first serious cases appeared on August 29 and 30, the sixth and seventh days of the voyage, and on August 30 we all knew that we this, we did everything possible to isolate the cases which had appeared. We turned the quarters under the after turtle back deck into a hospital, the after spar deck where the first case had appeared was disinfected and where the first case had boarded up, while those w where the first case had appeared was disinfected and boarded up, while those who had occupied it were placed where they were kept under constant observation. We then had the strongest possible hope that our method of isolation had been successful till the night before we reached New-York City, when we lost all hope of keeping the epidemic under control. We reached Sandy Hook on September 3 at 3 o'clock in the morning, reached Upper Quarantine at 4:30 in the morning, and were at once ordered back to Lower Quarantine by Dr. Jenkins.

Yestorday, after having been at anchor for three days, my sick were taken off for the first time, after my hospital accommodations were taxed to their utmost. There is

my sick were taken off for the first time, after my hospitus accommodations were taxed to their utmost. There is positively not enough done for us from New-York. The health of my steerage passengers is bad, and may become worse if the people are not soon taken of. Cabin cassengers and crew have up to this time not been ill from cholera. I log that you will do for us what you can, for exercise this time dependent an your warry.

we are at this time dependent on your mercy.

Reports for Hamburg Dr. Jengins took ashore on Sunday. It is to be doped that they have been forwarded. In connection with the fact that there are cases of cholera continually appearing among the Rugia's steerage passengers, the report of the captain is extremely interesting, if nothing else. Dr. Walser came up from the Ruzia last night on the tug State of New-York. At Quarantine station he refused to say anything about the state of affairs there. Dr. Walser is the physician who voluntarily went to the ship to care for the patients. He is a resident of New-Brighton, S. I., and a member of the Board of Health of that place. He is an old man of Independent

Samuel D. Babcock, J. Edward Simmons, John H. Imman, Ellis H. Roberts, Henry Clews, Charles S. Fairchild. Charles H. Bosher, J. Flerpont Morgan, Fairchild. Charles H. Bosher, J. Flerpont Morgan, D. O. Mills, Solon Humphreys, August Belmont."

NOT BISHOP FOTTER'S SISTER.

NOT BISHOP FOTTER'S SISTER.

The report circulated yesterday that a Miss Potter, a sister of Elshop Potter, of this city, was detained at quarantine on board the steamer La Bourgogne, and that she was in a critical condition from a cancer, is inaccurate. A reporter of The Tribune who went on board La Bourgogne after she arrived at the pier last night, learned from the ship's surgeon that no such person had been ill during the voyage over. The purser said that there was no Miss Potter among the cabin passengers. It was also learned that Bishop Potter's only sister is Mrs. Launt Thompson, who has lived in Florence for the last fifteen years.

A COMPLAINT FROM A. M. PALMER.

The following letter was sent on Tuesday by A. M. Palmer from the Normannia to his friend and physician, Dr. Robertson:

Am Bord des Schnelldampfers Normannia, den September 6, 1892.

My Dear Dr. Robertson: I have never received the first package and letter you speak of as having been sent me—the one I wanted particularly, containing the pre-

### DR. SEIBERT'S DISPATCH FROM HAMBURG. Sanitary Superintendent Edson yesterday received

the following cable dispatch from Dr. Setbert, of this city, who went to Hamburg to study the German methods of dealing with the cholera: "Hamburg methods of handling choiers are de

fective. The city, however, has a finely equipped ospital which, when full, accommodates 1,200 patients. At present there are in it 600 empty beds. The situation in Hamburg is exaggerated. Disease is

THE OBDAM ARRIVES WITH ALL WELL. The Obdam, from Rotterdam, arrived at 7:25 last night. Everybody was reported well on board. Instructions have been issued to pilots to hold the scandla in the Lower Bay. If she comes up the bay she will be ordered to Lower Quarantine immediately.

KEEPING THE PUBLIC MARKETS CLEAN. Controller Theodore W. Myers yesterday ordered sixty gallons of disinfectants to be used in the public market buildings. He also made regulation on the city Fire Department for hose, nozzies and reels for flushing purposes. The Superintendent of Mar-

kets has had posted in the buildings under his control the following notice:
"Standholders in public markets are caution

against permitting accumulations of dirt and refuse on or about the stands or in the vicinity of the markets. Unwholesome ment, fruit, fish, vegetables, etc., shall be removed without delay. Stands shall be cleaned regularly, and kept clean, and in the best sanitary condition. Clerks of markets, inspectors and employes are required to enforce strictly the rules and regulations established by the Controller for the care and inspection of the markets."

## DR. SHAKESPEARE'S VIEWS.

AN ARGUMENT FOR NATIONAL CONTROL OF THE QUARANTINE AT ALL FRONTIERS.

This week's number of "The Medical News" of Philadelphia, to be published to morrow, will contain a number of important articles on the subject of Asiatic cholera; among them one by the eminent authority, Dr. E. O. shakespeare, from which the

authority, Dr. E. O. Shakespeare, from which the following extracts are taken:

It is a fact beyond dispute that cholera preys upon and breeds among those living in squalor and fith and closely follows their movement. There is but intile danger of the class of people who constitute the cabin passengers of the transatiantic steamers bringing with them, either on their persons or in their clothing, the infection of cholera. It is for this reason that I had most conidently that the chief and, I may say, the only source of danger of cholera finding a foothold, when inspection is properly performed at Quarantine, lies in its introduction by the emigrant

I may are, the only source of danger of cholera maling a foothold, when inspection is properly performed at Quaranthuc, Hes in its introduction by the emigrant classes.

The establishment of a policy of non-intercourse, so far as emigration, is concerned, during the times when Europe is suffering from a cholera epidemic, would, in my opinion, constitute the best, and pernaps the only means of safeguarding the general public from the ravages of this disease. I have repeatedly had occasion, in several publications and in communications to the medical and loy press upon this subject from time to time, to point out the dangerous state of imperfection, to my personal knowledge known to exist, in several of the Atlantic quarantine stations. The ports of Boston, I chiladelphia and fastitimere would certainly, in their establishments and in their finited corps of administration, be unable to cope successfully, for any long period, with an invasion through the emigrant classes who are allowed to come incessnity during periods of prevalence of cholera in Europe to our shores. Even the quarantine station at New-York—which is the best, most completely equipped, and best administered of all our quarantine stations with the frequent arrival of transatiantle stations with the frequent arrival of transatiantle stations with the frequent arrival of transatiantle stations with the frequent arrival of travellers, ships, and cargoes, a policy which would involve a tremendous loss to those engaged in maritime trade or in any manner associated in a luminess way, directly or indirectly, with maritime commerce. The capacity of the New-York quarantine station will be reached for purposes of safe defence with the landing of, say, 1,000 infected emigrants. It can be readily seen how soon, with an uninterrupted stream of emigrants from infected emigrants. It can be readily seen how soon, with an uninterrupted stream of emigrants from infected emigrants. It can be readily seen how soon, with an uninterrupted stream of emigrants from infect

THE NEED OF A NATIONAL QUARANTINE.

The ridiculously antiquated, obsolete and inadequate permanent establishments at most of our maritime quarantine stations, and the apparent impossibility, except, perhaps, when confronted with emergencies such as the present, of obtaining appropriations from local authorities of sufficient sums of money for the erection of extensive and complete quarantine establishments in accordance with modern science and and means of prevention of the infectious diseases, are further, and, to my mind, incontrovertible reasons why the general public cannot rely upon the defence by independent local quarantines of the whole country against the introduction of the common epidemic diseases, much less of epidemics of choiera.

In this connection the question may be very pertinently asked: Why, then, should the direction, expense and responsibility of a system of common defence against the inroduction for he assumed and borne by those municipalities or states that happen to have a martitime location? Why should the vast majority located thiand be allowed to shift their responsibilities and obligations or be defined a voice in the direction of affairs which so closely observed them? The protection of the public health by maritime quarantine is a matter that interests not merely a narrow belt of scalerations for the denied a voice in the direction of affairs which so closely observed them? The protection of the public health by maritime quarantine is a matter that interests not merely a narrow belt of scalerations to the foregoing considerations I would up hold the following propositions:

(a) The present methods of independent quarantine provided and regulated by scalouard states or cities are essentially defective and insufficient for the exclusion of seconds.

necessary.

(d) A National organization would secure
(ages not attainable by independent local qui
establishments, however complete.

PROTECTING THE CANADIAN PRONTIER. The danger from immigrants would not be en-sirely banished, however, though the quarantine of

tirely banished, however, though the quarantine of the coast of the United States were perfect, for the way through the British Provinces would still be open to these travellers. In the absence of efficient quarantine inspection in the St. Lawrence River, the attempt thoroughly to protect ourselves from importations of epidemics would necessitate the doubtful and difficult expedient of a land quarantine along our northern frontier. The more efficient plan would be to have the same precautions taken at the ports in the British Provinces as should be practised at those in the United States; but this course could only be assured through treaty, which our local authorities are not competent to make.

It appears that our Canadian neighbors have at ready extinced their desire for uniform quarantine laws for the two Governments. The Provincial Board of Health of Montreal, recognizing a community of interest in the question of maritime quarantine, desired the presence of the Canadian Pish Commissioners in Washington opportune for the adoption of resolutions requesting them to urge upon the American authorities "the necessity of establishing uniform quarantine regulations for both countries." In connection with an efficient system of National quarantine a harmony in the provisions of law in the United States and in Canada seems indispensable for the full protection of our extensive fronter, and our National Government should be strongly urged to respond actively to the expressed wishes of the Canadian authorities relating to such an important matter of common interest.

NO QUARANTINE OF SHIPS FROM NEW YORK. The recent widespread statement from Savannah that all vessels from New-York were about to be subjected to rigorous quarantine regulations, proves to have been without foundation. The managers of the Ocean Steamship Company (Savannah Line say that their steamships are making their regular sallings from New Pier 35, N. R., every Monday. sailings from New Pier Wednesday, Friday and Saturday, and that neither passengers nor freight are subjected to unusual in-quiry by the health authorities at Savannah.

NEW-YORK WOMAN'S DEATH IN GERMANY. A letter which was received in this city yesterday from Germany announced the death of Mrs. Louisa Werkamp, wife of William Werkamp, a well-known Centre Market butcher, from the cholern, at Dessen near Osnabrucck, in the Province of Hanover. She was the daughter of Henry Schmidt, who is in business at No. 400 Broomest. Mrs. Werkamp with he husband and family of seven children salled for Europe a month ago to aftend the golden wedding of her husband's parents, at Dessen. On the day of her death the woman with several friends went on a trip to Hamburg, and upon her return to Dessen, was stricken with the plague. She died in five hours.

FLUSHING THE DIRTIEST STREETS. Commissioner Brennan said yesterday that the Department of Street Cleaning was doing all that it

could in the dirtier districts of the East Side. A report just made to him showed that the following streets had been flushed yesterday: Mouroe from Rutgers to Montgomery, and from Market to Catherine; Cherry from Rutgers to Montgomery, and erine; Cherry Irom Kulkers to Montgomery, and from Market to Roosevelt; Water from Clinton to Scammell, and from Market to Roosevelt; Hamilton from Market to Catherine, Washington and Green-wich from Christopher to Canal. The Mayor gave Commissioner Brennan authority to keep the extra force of seventy-five men and twenty carts at work three days longer.

# TRAINED NURSES OFFER THEIR SERVICES

The graduates of the Training School for Male Nurse The graduates of the Training School for Male Nurses at Bellevue Hospital have offered their services, if they are needed, in attending to cholera patients. Three are generally at work down at Quarantiae, two more are ready to go, and if necessary, about eight more will go.

THE BAR AT HELL GATE USEFUL.

The bark St. Paul, from Windsor, N. S., and the schooner L. T. Whatmore, from St. John, N. B., were detained at City Island in quarantine last night.

VIGILANCE AT CHICAGO. Chicago, Sept. 8.-Twenty sanitary policemen and medical inspectors were to day detailed to be on duty night and day to board incoming trains and steamers. Heretofore the force for the purpose has consisted of two men. The officers were called to the Grand

MORE COMPLAINTS FROM PASSENGERS.

NORMANNIA TO PEOPLE IN THIS CITY. Following is an extract from a private letter of well-known business man, a first cabin passenger on the Normannia, written to a member of his family In this city:

EXTRACTS FROM LETTERS WRITTEN ON THE

in this city:

September 7, 1892.

The cigars and other good things came duly to hand, for which we are very thankful. I am glad to say we, the first-class passengers, are all well, atthough we have sent off seven sick men from among the crew. How long we shall remain well is the anxious question among ourselves. Cut off as we are from the outs de world we cannot help ourselves. Surely something could be done for us to relieve us of this present exposure to danger, by our fellow citizens of New-York, who leave us like rats in a cage to live or de as chance may lave it. Your mother and I are braving it out quite well, but this suspense and fear is beginning to tell on us all, and if it should happen that any of our own should be taken sick. I fear the panic among us would be taken sick. I fear the panic among us would be fearful. May God in his mercy and goodness protect us. I am not in a proper frame of mind to write a long letter to-day, although we hope for better results among the crew, as last night we received the first installment of fresh water and some disinfectant for the ship. Just think of it, four days in port and nothing done for us to give means to cleanse ourselves, and pure water to drink. It seems to me our criminals in our jaits are better cared for than we five hundred citizens.

From another letter bearing the same date, written

From another letter bearing the same date, written by another business man of this city, to a member

From another letter bearing the same date, whiteh by another business man of this city, to a member of his firm, these lines are taken:

Your donation to our comfort received, and we send you our grateful thanks. There is not anything I can think of that you can do for us, unless you can procure an order for our release, and that I fear public sentiment will prevent. We are all doing everything for ourselves we can; but the authorities of the Health Board have cut us off from all communication with the outside world, unless it goes through their channel. I can assure you that so far we have been treated most brutally. We have been four days here without a drop of fresh water until last evening, and for thirty hours the dostor did not put in his appearance. Only last night did he send us disinfectants. Surely our fellow citizens in New York City will do something for us, to relieve our distress. We do not ask to be released, but we do claim the right to be cared for. So far there has not been one case of stekness among the first class passengers, and we are all healthy this morning. But how long can we remain so is the momentous question, under present management, as we cannot help ourselves. This morning we sent away seven sick men to hospital.

#### THE CONSUL AT STETTIN SUSPENDED. HE WAS ABSENT FROM HIS POST AND LAX IN INSPECTING VESSELS.

Washington, Sept. 8 .- The Secretary of State to-day ordered the suspension from duty of James C. Kellogg, United States Consul at Stettin, and assigned the Vice-Consul to the duties of the office. This action, it is said at the Department, grows out of the complaint of the health officers at New-York on August 9 that the Consul was absent from his post and that the inspection of vessels from that port was lax. Consul-General Edwards, of Berlin, was directed to proceed to Stettin and make a personal investiga-tion, and a report was called for from the Consul. These reports were received to-day, with the result above announced.

Washington, Sept. 8 .- The Surgeon-General of the Marine Hospital Service to day issued a circular amend-ing the Department circular of July 8, 1892, relative to disinfection. It is addressed to collectors of cus-toms, medical officers of the Marine Hospital Service toms, medical officers of the Marine Hospital Service and others whom it may concern, and is as follows:

Department Circular No. 112, July 8, 1852, entitled "Vessels from Cholera-infected Districts to be Forbidden Entry unless Provided with Certificates of Distriction," issued when the cholera prevalled only in Russia and the far East, is now hereby amended, and it is ordered that collectors of customs shall hereafter accept such other disinfection as may be required by the nature of special articles of merchandise and wear, provided a certificate is furnished by the quarantine officer at the port of arrival that said articles cannot be disinfected without injury after the methods described in the circular, and that they are not liable to convey infection, or have been disinfected and freed from all danger in a manner satisfactory to himself.

WALTER WYMAN.

Supervising Surgeon-General, M. H. S.

Approved: O. L. SPAULDING, Acting Secretary.

Acting Secretary Spaulding to day sent the following telegram to the Collector of Customs at New York:

Referring to Department circular prescribing methods

Referring to bepartment circular prescribing methods of disinfection of baggage and personal effects, you are authorized to accept such other disinfection as may be required by the nature of special articles and acceptable to the local health authorities; the proper estiticate to be farmished to you by the local health

ADVICES RECEIVED AT THE TREASURY.

Washington, Sept. 8.-The Secretary of State this afternoon received a dispatch from Vice-Consul Burke at Hamburg, saying: "Steady decrease of He also received the following telegram from

Consul Bradley at Southampton; "Corumbia entirely provisioned Southampton and London," It is beleved that the steamship Columbia is meant. He also received a telegram from the United States

The Postoffice Department has received from the Turkish Director-General of Posts and Telegraph a request that, in order to avoid opening by Turkish officers, the American mails destined for

that country be sent in tarred sacks. The request

that country be sent in tarred sacas. The request will be compiled with.

The Marine Hospital Service has authorized the appointment of a medical inspector at Malone, N. Y., and one at Suspension Bridge, N. Y.

Boston, Sept. 8.—The steamer Ontario, from Ant-

werp. August 26, arrived at Quarantine this morning. werp. August 26, arrived at Quartant and brought no pas-sengers, but the crew and their effects were taken off at Galloupe's Island to be dishiftered. The steamer brings a miscellaneous cargo, which will be overhauled by the health officers.

# COMPLAINTS FROM THE NORMANNIA.

LETTERS FROM DETAINED CABIN PASSENGERS TO FRIENDS IN NEW-HAVEN.

New-Haven, Conn., Sept. 8.—Samuel A. York, Ir., on of ex-Mayor York, of this city, writing to his father from the cholera-infected ship Normannia, complains bitterly of the manner in which the passengers are treated by the quarantined ship's officers. The sick and dead, Mr. York says, are left aboard from twelve to thirty-ix hours. The bont itself, he asserts is in a fifthy condition, and the officers are either unwilling or unable to make the men clean it. Bitter complaint s general, he says, of the food furnished the detained

George A. Butler, president of the Tradesmen's Bank, of this city, writing to a friend, makes similar state-ments. He says the situation is becoming desperate, and denounces the injustice of keeping the passengers aboard ship and not giving them groper care and food.

CLEANING THE STREETS OF DETROIT. Detroit, Sept. 8.-The Common Council has adopted

resolution instructing the Board of Public Works to clean the alleys of the city at once. This action was taken because of a petition from 150 citizens of Detroit, asking that the alleys be cleaned immediately in view of the probable approach of cholera. Few people from foreign ports are entering the city now, as the twenty days' quarantine has put an effectual stop to it. EMIGRANTS HELD AT THE CANADIAN BORDER.

Sault Ste. Marle, Mich., Sept. 8.-Thirty-two Swedish migrants from Liverpool by the Allan Line steamer Circassian and the Canadian Pacific road, bound for the Northwest, were quarantined at the Canadian Soo by Deputy Collector of Customs Carleton last night, who acted on instructions from Washington. They are in good health, but will be held just over the border for one day, and washed and thoroughly dis-infected and their baggage fumigated.

### REGINNING WORK AT WELLESLEY. Boston, Sept. 8 (Special).-Wellesley College opened

this morning with 704 students. In the absence of Professor C. F. Roberts, of the department of chemistry, Henry P. Talbot, Ph. D., will conduct courses In qualitive and quantitive analysis. Eda M. Clark, B. Sc., University of Michigan, fills the place left vacant through the resignation of Miss Marsh. Professor Stratton, the head of the department of English, will spend the year in Europe in the enjoyment of the Sabbatical privileges. The following appointments for this department have been made: George P. Eaker, jr., A. B., will conduct the work of the juniors in place of M. P. Manley, who resigned last year; Professor George R. Carpenter will take charge of the freshman course. Sarah C. Weaver, Ella G. Willcox, and sophie C. Hart have been appointed assistants in English. Miss Habemeyer takes the place of Miss Wyncken, an instructor in German last year. Mr. Theodore Wendel, who was placed in charge of the Farnsworth Art School after the death of Mr. Lols Ritter, in February, is now formally ap-

DROWNED BY THE CAPSIZING OF A SAILBOAT. Plymouth, N. H., Sept. 8.-David Hondley, of Englewood, N. J., was drowned in squam Lake, Hoderness, N. H., yesterday, by the capsking of a sailboat. He was twenty-two years old, and of the Harvard class of '03. The body has not yet been recovered.

THE WHITE SQUADRON TO DISBAND.

PREPARING TO SEND THE PHILADELPHIA TO THE SEAT OF WAR IN VENEZUELA.

Washington, Sept. 8 .- At sunset to-morrow the famous "White Squadron," composed originally of the first four modern ships of the Navy, will cease to exist, as by orders issued to-day from the Navy Department the ships now composing the squadron will be amalgamated with the North Atlantic Squadron, under command of Acting Rear-Admiral Walker, Rear-Admiral Gherardi being detached from his command and ordered

To-morrow morning Admiral Gherardi will haul down his flag on the Philadelphia, now at the New-York Navy Yard, and in its place that of Admiral Walker will appear, Admiral Walker's present flagship, the Chicago, will be attached to his new command, along with the other vessels in the squadron. By the orders issued to-day, Admiral Gherardi will leave his present post in a short time for San Francisco, accompanied by his naval aide, and then holst his blue pennant on the San Francisco, preparatory to assuming charge of the ves-sels on that coast, which he is to bring around Cape Horn to New-York, to participate in the Navai Review, thus leaving Admiral Walker in command of all the vessels in commission on the Atlantic Station. As Admiral Gherardi is now the ranking officer of the Navy in active service, it will fall to him to be in command of the whole American fleet at the Naval Review, in celebration of the discovery of America, and it is expected that Admiral Walker will remain in charge

of the home station until that occurs.

The Philadelphia, now at the New-York Yard, has been ordered to prepare for sea, so that she may leave for Venezuela at a day's notice, should it be deemed by the State Department that her presence there is necessary to protect our rights. In obedience to these orders, the Philadelphia has been taking in coal and stores all day, and should the events of to-morrow warrant sending her South, she will be ready to get under way at once. The Concord and Kearsarge are now on their way to that country, and they are expected to arrive some time this week. Should the Philadelphia be sent, Admiral Walker will go with her and be in command of the squadron of the three vessels. It is said that none of the other vessels will accompany the Philadelphia should she go. The Concord reached St. Thomas on Tuesday, and was then instructed to hasten toward Venezuela.

Secretary Tracy, when seen by a Tribune reporter last evening, said: "I suppose that the Philadelphia will sail to-day with Admiral Walker on her. She will be his flagship unless he prefers the Chicago, which is at Newport. He himself was at Newport yesterday morning, but is, I suppose, now on his way here. He takes command of the North Atlantic Squadron, succeeding Admiral Gherardi, who is in Brooklyn and soon goes to the Pacific. The Concord and Kearsarge are already on the way to Yenezuela, and we had hoped that that would be enough, but on Tuesday the Secretary of State asked for another vessel and the new orders were issued. Any more news from Venezuela may change the situation. Should we hear of better times there the Philadelphia would probably be stopped on the way and ordered back."

# OBITUARY.

HENRY B. KIRKLAND.

Henry B. Kirkland, of this city, died at his summer home, in Agawam, Mass., last Tuesday, from heart disease. He was well known in business circles here, having been for many years a member of the New-York Cotton Exchange and a partner in the firm of Thurber, Whyland & Co., wholesale grocers, at No. and director when the firm became a corporation, in 1891. His city home was at No. 753 Fifth-ave. He was fifty-six years old and leaves a wife and a son, sterling H. Kirkland, living at No. 4 West Thirty second-st. The funeral will be held at Agawam to-day.

#### London, Sept. 8.-Arthur Brend Winterbotham, member of Parliament for Circucester, East Glouces-

tershire, is dead, aged fifty-three years. He continuously represented the Circnester division in the House of Commons after 1885. He was returned in 1886 as a Libral Unionist, but afterward joined the Glad-GENERAL ENRICO CIALDINI. London, Sept. 8 .- Announcement is made of the

ARTHUR BREND WINTERBOTHAM.

death of General Enrico Claidini, the Italian soldier and statesman, aged eighty-one years. He was command-

er in chief of the troops in Central Italy, and served as Ambassador to Paris from 1876 to 1882. BISHOP O'MAHONY. Toronto, Sept. 8 .- The Rev. Timothy O'Mahony, aux-

# illary bishop of the archdiocese of Toronto, died this

MARINE INTELLIGENCE. MINIATURE ALMANAC.

Sunrise, 5:31|Set, 6:15|Moon rises 7:57p.m.|Moons age, 18\* HIGH WATER TO-DAY. A.M. Sandy Hook, 9:17 Gov. Island, 9:40 Hell Gate 11:33 P.M. Sandy Hook, 9:44 Gov. Island, 10:03 Hell Gate 11:53

INCOMING STEAMERS.

TO-DAY.
Vessel. From Line.
Amsterdam Aug 91 NethAmer
Bettannie Liverpool, Aug. 31 White Star
Britannic Liverpool Aug 31 White Star Colombia Colon, Sept. 3 Pacific Mail
SATURDAY, SEPTEMBER 10.
Reigenland. Antwerp, Aug. 31 Red Star Widand. Hamburg, Aug. 28 Ramb-Amer
Wishand Hamburg Aug. 28 Hamb-Amer
Co.umbia Southampton, Sept. 3 Hamb-Amer
SUNDAY, SEPTEMBER 11.
Alaska Liverpool, Sept. 3 Guion
Ethlopia G'a-gow, Sept. 1 Anchor
Amain Hamburg, Aug. 26 Hamb-Amer
Diden. Amsterdam, Aug. 31 Neth-Amer
Hull Ang 28 Wilson
Seguranca Para, Aug. 24 Brazil Mail

# OUTGOING STEAMERS.

clin, Inman, Liverpool...... 6530 a.m. 9 :00 a.m. SATURDAY, SEPTEMBER 10.

10. French Tran, Cherbourg 3.0. 

Spree, N. G. Lleyd, Bremen ...... 7:00 a m 10:00 a m

PORT OF NEW-YORK-THURSDAY, SEPT. 8, 1892. ARRIVED.
Steamer Dubbledam (Dutch), De Boir, Rotterdam, ugust 27, with mase and passengers to Funch, Edye

August 2., with mose and passengers to Funch, Edye & Co.
Steamer Obdam (Dutch), Pousen, Rotterdam, August
27, with mose and passengers to Funch, Edye & Co.
Steamer Ravensdale (Br), Davies, Progress August 31,
with mose to J A Medias. Arrived at the Bar at 2:30

with make to J A Medina. Arrived at the Bar at 2:30 a. m.

Steamer Trinidad (Br.) Frazer, Barbsidos August 27, St.

Steamer Trinidad (Br.) Frazer, Barbsidos August 27, St.

Steamer Trinidad (Br.) Frazer, Barbsidos August 27, St.

Steamer Saratoga, Leighton, Cardenas September 2, with make and passengers to A C Outerbridge & Co. Arrived at the Bar at 2 a. m.

Steamer Saratoga, Leighton, Cardenas September 2, and Havana 4, with make and 12 passengers to Jumes E Ward & Co. Arrived at the Bar at 2 a. m.

Steamer George Dumois (Nor), Lampe, Gibara, 42 days, with make and passengers to H Dumois & Co. Arrived at the Bar at 2 30 p. m.

Steamer Winthrop, Homer, St. John, N. B. via Eastport, with make and passengers to G H Mailory & Co.

Steamer El Monte, Perey, New-Orioana September 3, with make to J T Van Siekle.

Steamer City of Augusta, Catherine, Savannah September 5, with make and passengers to R L Walker.

Steamer Old Dominion, Couch, Richmond and Newport News, with make and passengers to Old Dominion Steamship Co.

Steamer Cherokee, Chichester, Jacksonville, September Steamer Cherokee, Chichester, Jacksonville, September

Steamer Old Dominion, Coden, News, with mide and passengers to Old Dominion Steamship Co.
Steamer Cherokee, Chichester, Jacksonville, September 4 and Charleston 5, with midee and passengers to William P Clyde & Co.
Steamer Cottace City, Bennett, Portland, with midee and passengers to Horatio Hall.
Steamer H M Whitney, Hallett, Boston, with midee to H F Dimock. Steamer H M Whitney, Hallett, Boston, with noise to
H F Dimock.
Steamer Wikesbarre, Cates, Beston, for Port Johnson.
Steamer Amos C Barstow, Nichola, Providence,
Bark Watchman (of Belfast, L.) Crawford, Rio Grande
de Sul, 55 days, with mose to Thomson & Co.; vessel to
C P Sumner & Co.
Bark St, Paul (Br), Parker, Windsor, N S, with plaster
to J F Whitney & Co. Is quarontined at City Island.

SUNSET-Wind as Sandy Hook, light SE; cloudy; at City Island, light south; cloudy.

City Island, Hight south: cloudy.

CLEARED.

Steamer City of Berlin (Br), Land, Liverpool, EngInternational Navigation Co.

Steamer Brilliant (Ger), Keller, Dover, Eng. &cGustave Heye.

Steamer State of California (Br), Braes, GlasgowAustin, Baldwin & Co.

Steamer State of California (Br), Braes, GlasgowSteamer State of California (Br), Braes, GlasgowSteamer Santiago, Pierce, Cientuego, St Jago, &c, via
Nassau, N. P.-James E. Ward & Co.

Heig Margaret E. Bean (Br), Dean, Port au PrinceG. A Brett, Son & Co.

Bark Honus, Stowe, Carroll and Callas-W R. Graee

& Co.

Steamer Orinces (Br), Garvin, Hamilton, Ber-A E.

Outerbridge & Co.

Steamer New-York, Fulton, Galveston, Tex-John T.

Van Stokker, City of Birmingham, Burg, Savannah, Ga-R.

L. Walker.

L. Walker. Steamer City of Birminguan, L Walker. Steamer City of Atlante, Dole, West Point, Va.-Old Steamer City of Atlante, Dole, West Point, Va.-Old Dominion S. Co.

Dominion S. Co.

Steamer Guyandotte, Walker, Norfolk and Newport
News-Old Dominion Ss Co.

Steamer Amy (Br), Harvey, Philadelphia, Penn-Bowring & Archibaid.

St amer General Whitney, Bearse, Boston, Mass-H F
Dimock.

Dimock.

Steamers Bedouin, for Antwerp: Tancarville, Bordeaux;
Lydian Monarch, London: Gallia, Livernool; State of Calli foroils, Glasgow: Santiago, Nassau, &c; Orinoco, Beraude; New-York, Galveston; Roaneke, Norfelk, &c.;

City of Atlants, West Point, Va.; Amy, Philadelphia; bark John Swan, Port Elizabeth. Also sailed, via Loog Island Sound: Steamer Gen. Whitney, for Boston.

THE MOVEMENTS OF STEAMERS-FOREIGN PORTS. Steamer Havel (Ger), Jungst, from New-York August
30. Arrived at Bremerhaven at 0 p. m. September 7.
Steamer Werra (Ger), Pohle, from New-York August
27. Arrived at Genos at 11 p. m. September 7.
Steamer Amsterdam (D). Stanger, from New-York August
27 for Rotterdam. Passed the Lizard at 7 a. m. September 8.

Steamer Amsternam (D), Stanger, from New-York August 27 for Rotterdam. Passed the Lizard at 7 a. m. September 8.
Steamer Chicago (Br), Watson, from New-York August 20. Arrived at Antwerp September 7.
Steamer Hibernal (Br), Taylor, from New-York August 13. Arrived at Rotterdam September 7.
Steamer St. Ecoch (Br) Oglivle, sailed from Liverpool for New-York September 8.
Steamer Cubs (Nor), Bornholdt, from Perth Amboy, August 15. Arrived at Flensborg September 5.
Steamer Rotterdam (Dutch), Regaveren, from New-York August 24. Arrived at Amsterdam September 6.
Steamer Thingvalla (Dan), Laub, from New-York August 13. Arrived at Swinemunde September 6.
Regina (U. S.), Roed, sailed from Bahia for New-York direct at 7 p m September 7.
Steamer Willskommen (Ger), Schaefer, from New-York August 29.
Steamer Vera (Br), sailed from St Michaels for New-York August 29.
Steamer Nomadie (Br), Clarke, from New-York August 29.
Steamer Majestle (Br), Parsell, from Liverpool, sailed from Steamer Nomadie (Br), Parsell, from Liverpool, sailed from Componieurs of New-York (Parsell), sailed from Steamer Majestle (Br), Parsell, from Liverpool, sailed from Componieurs of New-York (Parsell), from Liverpool sailed from Componieurs of New-Y

tember 8.

Steamer Majestie (Br), Parsell, from Liverpool, sailed from Queenstown for New-York at 2 p m September 8.

Steamer Manhansett (Br), Evans, from New-York August 27. Arrived at Bristol September 8.

Steamer Mississippi (Br), Bocquet, from New-York August 27. Arrived at London September 8.

Steamer August Victoria (Ger), Barends, from New-York September 1 for Southampton. Passed the Lizard at 8:30 p m September 8.

Steamer City of Chester (Br), Passow, sailed from Queenstown for New-York September 8.

### THE PETROLEUM MARKET.

NEWS FROM THE FIELD AND RANGE OF PRICES. The crude certificate market was a shade stronger yearday. There was less doing, only 11 000 barrels changing hands at the Consolidated Exchange. ing hands at the Consolidated Exchange. Prices accurated from 55% cents to 55% cents, against 55% cents Wednesday night. There were no transactions at the Stock Exchange. The news from the oil country was unimportant, but a slight increase in output was reported from the McDonald pool.

The quotations for refined oil were unchanged at 6.10 cents per gallon in barrels, 3.90 cents in bulk, and 6.20 cents in cases. Foreign quotations were: Antwerp, 14 francs; Bremen, 6.05 marks; London, 4 11-1644%.

### GRAIN AND PRODUCE MARKETS.

PEATURES OF NEW-YORK DEALINGS.

There was a further shrinkage in the volume of spectlative business at the Produce Exchange yesterday. The dealings in wheat amounted to only 1,400,000 bushels, and the trading was largely local in nature. The market was unsettled, but the drift, was bearlsh, prices ending down by the control of the were discouraging, and there was further talk about choiers obtaining a foothold in the city. The westler at the West was generally favorable; interior receipts were liberal, and only moderate clearances were reported. The expert demand was slow, and there was an entire absence of outside support. September options opened at 783, cents, rose to 79% cents, and then fell to 78% cents. The spot market was dull and weaker, only 12,000 bush being taken for expert. There was no milling demand.

78% cents. The spot market was dull and weaker, and 12 000 bush being taken for export. There was no milling demand.

Lorn was buillish early on cold weather and fears of frost in the West. Prices rose [24] cent, and the shorts were liberal buyers. Then eame a fail of 4478 cent on Failizing sales, the market closing barely strady. Cash lots were firm, but nothing was done for export.

Oats broke 3/20 cent on selling by operators, who wens "long" on Wednesday's rise. Cash lots also were depressed, and the market was moderately active.

Lard was stronger in sympathy with the West, but no export demand was developed.

The final quotations were as follows:

Wheat—September, 78%; October, 79%; November, 814; December, 224; May, 1893, 875 cents.

Coin—September, 554; October, 554; November, 552; December, 56; May, 1893, 475 cents.

Coin—September, 8770; October, 88%; November, 394; December, 40; May, 1893, 40% cents.

Lard—September, 8770; October, 8772;

The receipts of grain and flour reported vesterday at New-York, Philadolphia, Baltimore and Boston were as follows; Wheat, 413,794 bushels; flour, ost, 240,078 bushels; total grain, 739,487 bushels; flour, ost, 240,078 bushels; total grain, 739,487 bushels; flour, ost, 29,118 packages. At Chicago, Milwaukee and St. Louis heads of the price of the service of th

## THE TRADE IN CHICAGO.

THE TRADE IN CHICAGO.

Chicago, Sept. 8 (Special).—Wheat looked strong up to within thirty minutes of the close to-day. Then, because of the duiness of the trade and because of some "roor-becks" about cholera, it closed weak. December sold between 77% and 70¼ 70% cents and closed at the bottom. The trade really was bullish. "The Price-Current" said that the crop would not exceed 500,000,000 bushels; cables were rather firmer; receipts were under the expectations; and the seaboard reported good clearances. To-day's and the seaboard reported good clearances. To-day's and the seaboard reported good clearances. To-day's some in the last forty-eight hours a large cash trade been in the last forty-eight hours a large cash trade some little export business done, but not very much. There was some little export business done, but not very much. The specialism is that the Government report Saturday will show some little reduction in the conditional average. The appearance of wet weather in the Northwest enduraged builts to believe that the movement would reflect the same of the s

LIVE STOCK MARKETS-BY TELEGRAPH. Buffalo, Sept. 8.—Cattle—Receipts last 24 hours, 1,700 head; total for the week thus far, 13,020 head; 1,700 head; total for the week 13,040 head; consigned

COTTON MARKETS—BY TELEGRAPH.

Liverpool, Sept., 8, 4 p. m.—Cotton—Patures closed easy: American middling, low middling clause, September delivery, 3 59-64a-3 60-64d; September and October delivery, 3 59-64a-3 60-64d; October and November delivery, 3 60-64a-3 61-64d. November and December delivery, 3 60-64a-3 61-64d. November and December delivery, 4 60-64a-3 61-64d. November and January delivery, 42-64a-3 6-4d. February and Pebruary delivery, 4 2-64a-3 6-4d. February and March delivery, 4 5-64d buyers; March and April delivery, 4 7-65a-48-6-4d. April and May delivery, 4 9-64-8-4 10-64d.

Galveston, Sept. 8.—Cotton steady: middling, 67-8c; low middling, 63-8c; good ordinary, 57-8c. Net and gross receipts, 3,881 bales; exports coastwise, 2,106 bales; sales, 512 bales; spinners, 13 bales; stock, 33,095 bales.

Norfolk, Sept. 8.—Cotton quiet; middling, 7c. Net and gross receipts, 170 bales; exports coastwise, 87 bales; steek, 252 bales; stock, 5,137 bales.

Savannah, Sept. 8.—Cotton quiet; middling, 6:11-6c; low middling, 6:5-16c; good ordinary, 5:13-16c. Net and gross receipts, 2,913 bales; exports coastwise, 500 bales; sales, 1,000 bales; stock, 18,373.

New-Orleans, Sept. 8.—Cotton easy; middling, 7c; net middling, 6:12c; good ordinary, 6c. Net re-COTTON MARKETS-BY TELEGRAPH.

18,373.

New-Orleans, Sept. 8.—Cotton easy; middling, 7e;
New middling, 61:2e; good ordinary, 6e. Net recelpts, 531 bales; gross, 742 bales; sales, 300 bales;
stock, 63,497 bales.

# EUROPEAN PRODUCE MARKETS.

EUROPEAN PRODUCE MARKETS.

Liverpool, Sept. 3-3 '45 p. m.—Beef—Demand fair.
Pork—Demand poor. Hams—Demand improving.
Bacon—Demand fair; short rib, about 25 lb, steady
at 418 6d; long and short clear, about 55 lb, steady
at 498 6d. Cheese—Demand improving: American
finest white and colored steady at 458. Tallow,
turpentine and rosin—Demand poor. Lard, apot—Demand improving: prime Western steady at 38s. Lard,
futures—Demand poor: prime Western, September,
steady at 38s; October and November, steady at
38s. Whegt and flour—Demand poor. Corn, spot—
Demand poor: mixed Western steady at 48 4 1-2d.
Corn, futures—Demand fair; mixed Western. September, steady at 48 4 1-2d. October, steady at 48 5 1-2d.
November, steady at 48 6 1-2d. Hops at London,
Pacific coast—There is nothing offering.

# Lost and found.

L OST.-If the person will return law papers taken in bag in Tribune Office, no questions will be asked and he will be rewarded. D. W. NORTHUP, 26 Court-st.

Brooklyn.

OST.—Bank-Book No. 644,666, Bank for Savings, 67
Bleecker-st., New-Tork. Payment stopped. Please
return book to bank.

OST.—Bank book No. 212,471 on Dry Dock Savings
L Bank. Any person having claims upon said book is
called upon to present the same to the bank within thirty
days, or the said book will be declared cancelled and extinguished, and a new one issued in lieu thereof.